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The Theory of Transportation. By CHARLES H. COOLEY. Publications of the American Economic Association, vol. ix. No. 3. Baltimore: American Economic Association, 1894. 8vo. pp. 148.

THE economic significance of transportation receives the largest share of attention in this volume, and it is here that Mr. Cooley's experience in connection with the Transportation Division of the Eleventh Census bears its best fruit. The "keynote of this matter" is "that the study of economic transportation is equivalent to the study of economy in its place relations." "Transportation is the instrument of all social specialization," the efficient means alike of securing its benefits and remedying its evils. The special subjects here discussed are the relation of transportation to division of labor, to the location of towns and cities, to markets, and to rent.

In regard to the theory of rates four principles are offered as fundamental. Rates should (1) "do justice among persons," (2) "permit the utilization of special facilities for production," (3) "favor decentralization rather than concentration" in the "distribution of manufacturing and commercial industries," and (4) "in all other respects" "give the greatest possible freedom to the action of economic forces." From these are deduced the practical precepts which should determine the process of rate-making.

Mr. Cooley departs most widely from the commonly accepted doctrines in advocating that the "classification of commodities, other than raw products," should be "such as to make rates as nearly as possible proportional to value." The objection that this is impracticable is anticipated at the outset. "In this part of our inquiry the question is not of the practicability of adjusting rates to a theory, but solely of what they ought to be, supposing we had the power to make them what we would." This is decidedly refreshing. Although it is by no means self-evident that classification according to value most nearly conforms to the "greatest-freedom theory," those who take issue with the author's position should be careful to observe the hypothesis upon which he bases it.

On the question of ownership, it is held that at the present time railroads should be left "to the enterprise of private associations, subject to a control more or less detailed and stringent as experience may indicate." The conclusion is eminently sound. But it is in this connection that our author comes nearest to losing his grasp of scien-

tific method. An excellent start is made in this direction by clearly setting forth the relative merits of public and private control in general. The advantages of state control are such as inhere in "an association of the widest extent and the amplest power and prestige;" while "its weakness lies in the nice adjustment of its operations in detail, and in the lack of those simple and comprehensive motives of personal advantage that control private business." "The advantages and disadvantages of private associations are, of course, just the reverse." "It follows from this general state of things that those industrial activities are best suited to the state that are universal and uniform in their aims and methods, but simple in detail,—have a great need of unity and little of specialization."

It is to be expected, after this statement, that private ownership will be advocated, if at all, on the ground that the business needs specialization and the motives attendant upon private control more than it does unity and association, important as the latter may be. It is disappointing, therefore, to find an unquestionably sound conclusion based upon the statement (without further analysis) that such policy best conforms to the "history and the present economic structure of the United States" and to "the spirit of our institutions."

A minor point of criticism is the somewhat vague conception of the state. At times the state is referred to as "the *coercive*, governing organization of society" (p. 59), and again as "the most conspicuous instance of social unification in its higher or *moral* form" (p. 130).

On the whole the work possesses marked merit. Mr. Cooley has a happy way of expressing himself, so that his production attracts by its style as well as by its thought.

FREDERICK C. HICKS.

Schlaraffia Politica. Geschichte der Dichtungen vom besten Staate.

Leipzig: F. W. Grunow, 1893. 8vo. pp. 318.

POLITICAL ECONOMY does not deal much in poetry, it is true, but if poetry is fertile of practical consequences and political issues, as in the case of Utopias, even economists are justified in taking a deeper interest in poetical and fictitious works. The literature upon the evolution of Utopias, however, is by no means a large one. Since the general remarks of Lewes in his treatise on the methods of observation and reasoning in politics (1852), and of R. von Mohl in his *Gesch. der Staats-*